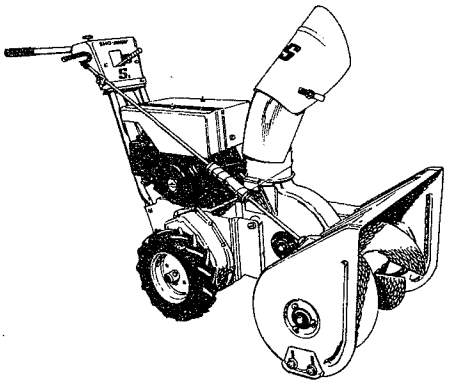
Simplicity®



OWNER'S MANUAL

2 STAGE
SNO-AWAY

5 H.P. MFG. NO. 869

SIMPLICITY MANUFACTURING COMPANY, INC.

SER. FORM -OP52
LITHO IN U.S.A.

CONGRATULATIONS!

. . . on your choice of SIMPLICITY equipment.

This great new product is engineered with imagination and built with integrity to assure you maximum service and performance for years to come. To completely understand the operation of your equipment and to take full advantage of its many fine built-in features, study this instruction manual thoroughly before operating the machine. The little time you spend reading now will repay you many times over in the time you save and the satisfaction you gain in using your equipment properly and safely.

SAFETY FIRST

PROTECT YOURSELF AND OTHERS BY FOLLOWING THESE SAFETY RULES

* **ALWAYS** inspect the area to be worked – note all grades, obstructions, wet spots and other potential hazards and pick up all foreign objects before mowing.

* **ALWAYS** keep children and pets a good, safe distance away.

* **ALWAYS** know your controls and how to stop quickly in an emergency – read the owner's manual thoroughly.

* **NEVER** allow anyone to operate the equipment without full instruction and knowledge of safe operating procedures.

* **NEVER** handle gasoline carelessly. Use an approved container and fill the tank out of doors. Wipe up spilled gasoline. Do not smoke while fueling the engine.

* **NEVER** add gasoline to a running engine. Stop engine and allow it to cool a few minutes before adding fuel. Replace filler cap securely.

* **NEVER** operate equipment unless all guards and shields are in place.

* **ALWAYS** keep hands, feet and clothing away from power driven parts.

* **ALWAYS** disengage the power take off drives, stop the engine, and remove the key (on electric start models) before leaving the machine even if only for a moment.

* **ALWAYS** stop the engine before servicing or adjusting machine or equipment. Remove the spark plug wire on walk behind mowers.

* **ALWAYS** stop the engine and inspect for damage immediately after striking an obstruction or foreign object. Repair damage before restarting.

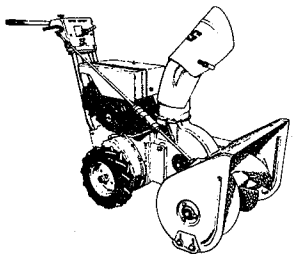
* **NEVER** overspeed the engine or alter governor settings. Excessive speed is always unsafe and shortens engine life.

* **ALWAYS** properly maintain the equipment. Check all fasteners, guards and parts.

* Mow across slopes with walk behind units and up and down them with riding units. Do not use power mowers on slopes greater than 40% grade. (Four feet vertically for each 10 feet horizontally.)

* **ALWAYS** stop the engine on walk behind units or disengage the blade drive and raise the mower on riding units before crossing gravel drives.

* Do not operate the engine where carbon monoxide can collect.



BUILT IN SAFETY FEATURES CAN BE EFFECTIVE ONLY IF PROPERLY MAINTAINED AND UTILIZED.

SIMPLICITY'S NEW EQUIPMENT WARRANTY

The Company warrants Simplicity products to be free from defects in material and workmanship, except the Company makes no warranty, express or implied, with respect to tires, engines, generators and voltage regulators, which are warranted by their respective manufacturers. Any part covered by this warranty which is proven defective within one year (45 days for equipment used for rental, municipal or commercial purposes) under normal use, from date of purchase, will be replaced without charge, provided such part is returned to the factory, (if requested), and is found to be defective upon examination at the factory. This warranty does not apply to any Simplicity products altered outside of the Simplicity factory. THE FOREGOING WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, PERFORMANCE, OR OTHERWISE. The Company's obligation under its warranty is strictly and exclusively limited to the replacement of such parts, and in no event shall the Company be liable for any other damages, whether direct, immediate, incidental, special, or consequential. Simplicity Manufacturing Company, Inc., reserves the right to modify or change specifications without prior notification. There are no warranties which extend beyond the description of any Simplicity product.

PROTECT YOURSELF AND OTHERS

In addition to the basic safety rules appearing on the inside front cover, follow these snow removal safety tips.

Always direct the snow discharge so that it does not blow back toward you. Constant inhalation of cold, wet vapor is extremely injurious. On windy days, have your nose and mouth well covered.

Adjust the skid shoes to clear gravel or crushed rock surfaces.

Never direct discharge at by-standers or allow anyone in front of the machine - debris may be hidden in the snow.

Use caution to avoid slipping or falling, especially when moving in reverse.

Disengage the drives and stop the engine before cleaning the discharge chute, removing obstacles, making adjustments or when leaving the operating position.

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Mr. Simplicity Sno-Away Owner:

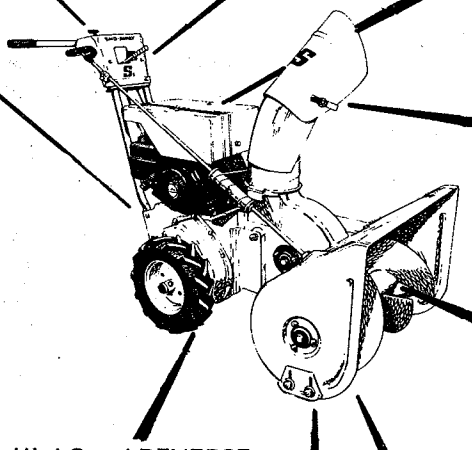
Congratulations on your purchase of this fine Simplicity Sno-Away. We know you bought this machine to make your snow moving job easier - you bought the right machine to do it. Here are the highlights of its superior design features.

TRACTION DRIVE LOCK PLATE (on left wheel) A simple twist engages the spring-loaded lock plate for positive drive of both wheels, or unlocks one wheel to permit independent rotation for easy turning.

HANDLE-MOUNTED CONTROLS. Engine speed, transmission shift lever, auger engagement lever and discharge spout position control are all mounted at the handles for greater safety and convenience.

EXCLUSIVE TOUCH-O-MATIC DRIVE CONTROL. Simply squeeze lever to engage drive, release lever to stop. Forward or reverse travel is controlled independently of engine speed.

5 H.P. BRIGGS & STRATTON ENGINE. Featuring positive choke for fast cold-weather starts, winterized hood for engine protection. The auger and traction drives de-clutch right at the engine pulley - you crank only the engine.



ADJUSTABLE DISCHARGE SPOUT. Direction of snow discharge is adjustable from the control panel. The spout extension can be positioned to control distance of snow stream.

RUGGED AUGER AND DRIVE. No shear pin to replace. The shock of hitting an obstruction is absorbed by rugged construction and the unique drive belt system.

TWO-SPEED TRANSMISSION. HI, LO and REVERSE, all gear design with integral solid axle drive.

ADJUSTABLE, HARDENED, LARGE AREA SKID SHOES. Lower the shoes to set the scraper bar above gravel and crushed stones. Raise them to get the scraper bar right down on smooth pavement.

AUGER HOUSING. Width (24"-5 H.P.) is matched to the engine power for full width clearance of most snow. Large chute diameter (6-1/4") is free breathing for non-clog operation.

We know it is fun to find our for yourself - go ahead if you want to - but we would consider it a personal favor if you will take the time to study this owners manual. It will increase the chance of adding you to our long list of satisfied Simplicity customers. Reading it will S-I-M-P-L-I-F-Y your snow moving problem.

It is a powerful and rugged machine - it has to be to do what you expect it to. Treat it with the respect it deserves. The safety hints on the inside front cover and page 1 will show you what to do.

Let's share the excitement of learning what this brand new Sno-Away can do by understanding its controls.

THE CONTROLS AND HOW TO USE THEM

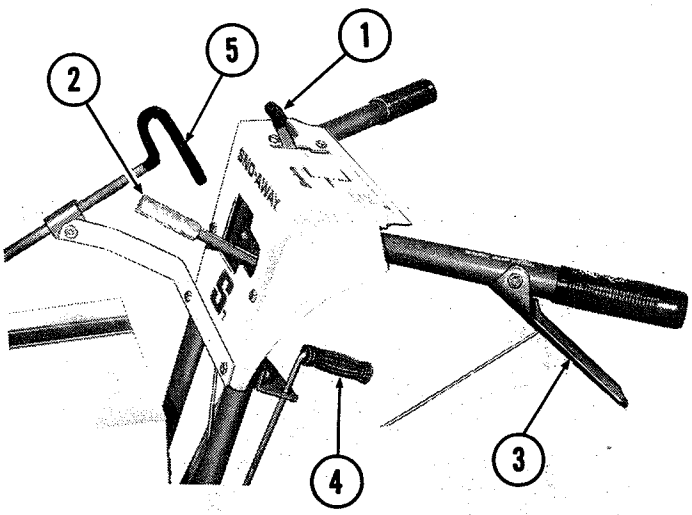


Figure 1

Visualize yourself standing at the operators position by looking at figure 1. Before starting the engine let's learn how you can use these controls all within easy reach to SIMPLIFY your snow moving problem. You are safely behind the handles away from all moving parts even for starting. Your Sno-Away is one of the very few snow throwers with this convenience and safety. (The numbers on the figure correspond to the paragraph numbers below).

1. THE ENGINE SPEED CONTROL - is the most convenient way to control throwing distance - it is at your finger tips. It also can be used to control speed over the ground. Push it forward to increase throwing distance (up to 30') and ground speed up to 1.75 MPH. Pull it all of the way back to stop the engine. The control is freeze proof so it always works. Set it at the lowest speed for satisfactory throwing distance - there will be much less powdery snow in the air.

2. TRANSMISSION CONTROL LEVER - Select either high or low speed forward, neutral, or reverse, in the all gear transmission of your Sno-Away. The shift pattern is shown by the decal on top of the handle panel. The shift sector at the rear of the transmission has notches to keep your Sno-Away transmission in the position you have selected. To shift out of any position raise the handle slightly and then rotate it to the desired position.

USE HIGH GEAR (Down and to the right) for transporting to the snow removal area. Also use it when light snow is up to 4" deep and heavy snow is up to 2" deep.

USE LOW GEAR (Up and to the right) for light deep snow, and heavy snow over 2" deep.

CAUTION: The Touch-O-Matic trigger must be released while shifting.

NOTE: It may be necessary occasionally to squeeze the Touch-O-Matic trigger momentarily and release it before the shift lever will travel fully into gear.

3. THE TOUCH-O-MATIC TRIGGER® is a true safety feature. If you should slip and fall, your hand comes off the trigger and the Sno-Away stops instantly in either forward or reverse.

Rest your left hand on the handle and squeeze the trigger upward gently to start travel. Squeezing it further upward increases the travel speed. This control, together with gear selection, should be used to adjust travel speed so engine speed control can be used to control throwing distance.

The Touch-O-Matic trigger should also be used for inching into heavy drifts - it is designed to withstand slipping.

4. THE AUGER CONTROL LEVER starts and stops the auger rotation independently of any other drive. Your Sno-Away is one of the few snow throwers which lets you run the traction drive without running the auger.

NOTE: The speed control lever should be at least half way forward before engaging the auger drive.

Pull the lever all of the way up to run the auger. Push down to stop the auger. NOTE: Your Sno-Away should always be operated with this drive either fully engaged or fully disengaged. (All of the way up or down).

5. THE DISCHARGE SPOUT CONTROL is an exclusive design using aircraft cable and a "T" handle rod. You can break loose a frozen Sno-Away spout by rotating the "T" handle.

Rotate the handle clockwise (top tc the right) to discharge snow to the right. Throw snow down wind wherever possible to keep airborne snow away from you.

ALL OF THE CONTROLS WE HAVE JUST DISCUSSED ARE FOR USE WHILE YOUR SNO-AWAY IS IN OPERATION.

There are two other controls for added convenience which must BE ADJUSTED ONLY WITH THE MACHINE STOPPED. Let's go to the front of the Sno-Away by looking at Figure 2-3.

6. THE CHUTE DEFLECTOR POSITION can be adjusted by loosening the wing nuts and moving the deflector up

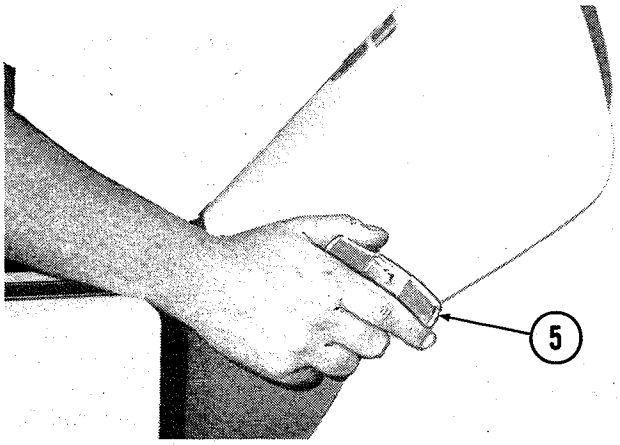


Figure 2

or down. Be sure to tighten both wing nuts after positioning the deflector. See Figure 2.

This deflector position supplements the engine speed control to control throwing distance. The highest position provides the greatest throwing distance. Most snow moving can be done with the deflector all of the way up by using the engine speed lever to control the throwing distance. Hold the rear of the deflector down while tightening the wing nuts to make sure that all of the snow goes out of the chute.

7. SKID SHOE ADJUSTMENT While we are at the front of the Sno-Away, let's check the skid shoe adjustment. Your Sno-Away has hardened steel adjustable skid shoes. Their large area supports the front of the Sno-Away above even a gravel surface.

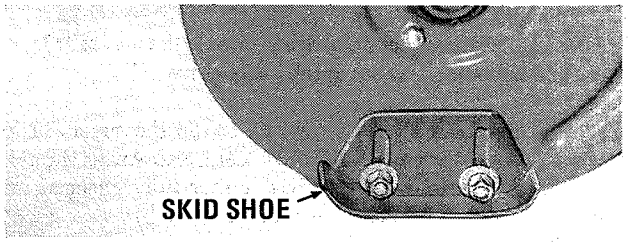


Figure 3

GRAVEL SURFACE USE ADJUSTMENT

If you will be clearing a gravel surface loosen the nuts, see figure 3, raise the front of the Sno-Away and drop the skid shoes all of the way down. Set the bottom surface of the skid shoes so thay are level or slightly (maximum of 1/8") higher in the front and tighten the nuts securely. Repeat these steps for the skid shoe on the other side. Check to make sure that with the Sno-Away resting on the skid shoes and the wheels, that the skid shoes are even with each other. The Sno-Away will now be supported on the skid shoes so the scraper bar can skim the snow from the surface and leave the stones on your driveway instead of throwing them on your lawn.

HARD SURFACE USE ADJUSTMENT

Loosen the nuts and rest the Sno-Away on a hard level surface. The Sno-Away should now be supported on the tires, and skid shoes with the scraper bar resting on the surface. Tighten the nuts on both skid shoes taking care that their position doesn't change while the nuts are tightened. The full width scraper bar on your Sno-Away will now get down to "bed rock" and leave the surface clean.

8 THE TRACTION DRIVE LOCK PLATE is standard equipment on your Sno-Away - an extra cost option on most other snow throwers. In the locked position both wheels propel the Sno-Away straight ahead even on icy surfaces or through uneven snow. It can be unlocked for easily turning the Sno-Away on dry surfaces.

Operate your 5 H.P. Sno-Away with this plate in the locked position. Unlock it for easy turning while storing your Sno-Away.

This plate is located on the left wheel of the 5 H.P. Sno-Away.

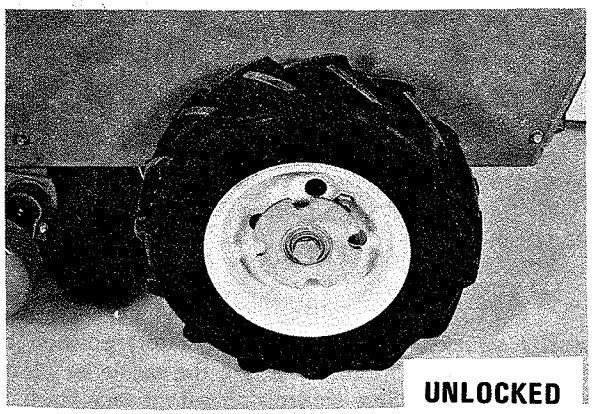


Figure 4

TO RELEASE THE LOCK PLATE so that the wheels can rotate independently, grasp the lock plate and pull it toward you, as far as it goes. NOTE: It may be necessary to push the Sno-Away back and forth slightly to pull the plate out of engagement with the pins. Now rotate the plate in either direction until the solid area of the plate rests against the pins. The plate will stay out and the Sno-Away can be turned easily.

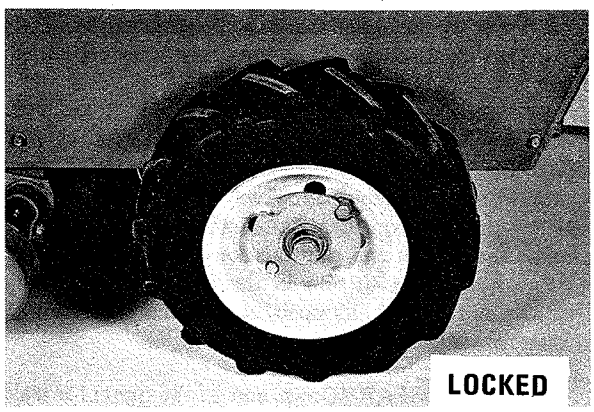


Figure 5

TO LOCK THE PLATE IN SOLID AXLE POSITION just rotate it until the pins line up with the holes - a spring will snap it into the drive position. NOTE: On occasion the Sno-Away will have to move a short distance before the lock plate will fully engage the axle.

Now that you know how the Sno-Away can SIMPLIFY your life, let's prepare it for operation and start it up.

PREPARING YOUR SNO-AWAY FOR OPERATION

CAUTION: NEVER START OR OPERATE THE SNO-AWAY WITHOUT ALL COVERS, OR SHIELDS IN PLACE.

If your dealer has not already filled the engine crankcase with oil, proceed as follows:

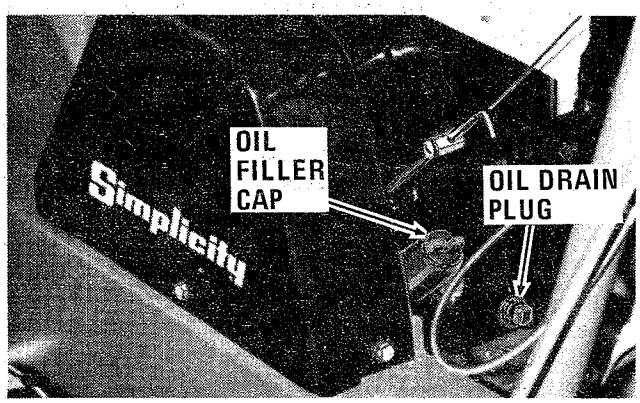


Figure 6

1. Remove the crankcase oil filler cap shown in this picture and fill the crankcase with 5W20 grade M.S. oil - level with the top of the filler neck.

2. Re-install the filler cap - tighten it securely.

NOTE: The oil level should be checked and oil should be added if necessary to bring the oil level with the top of the filler neck every other time you fill the Sno-Away with gasoline.

3. Remove the fuel tank filler cap and fill the tank completely with clean, fresh "Regular" grade gasoline.

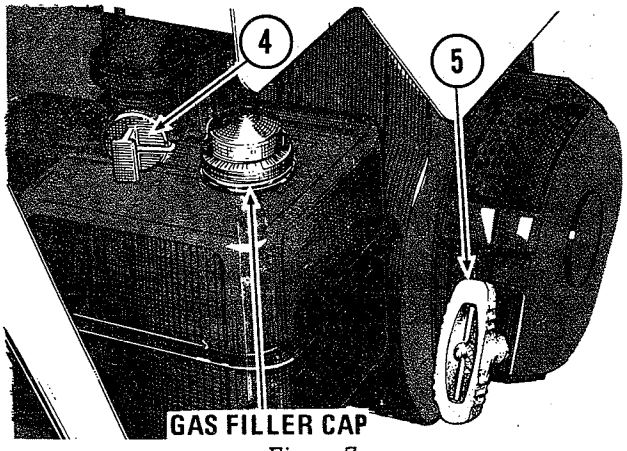


Figure 7

CAUTION

GASOLINE IS HIGHLY INFLAMMABLE. AVOID OVER-FILLING AND WIPE UP ANY SPILLED FUEL. ALLOW NO OPEN FLAME, SMOKING OR MATCHES NEAR THE AREA WHEN REFUELING. ALLOW THE ENGINE TO COOL SEVERAL MINUTES BEFORE ADDING FUEL

Replace the filler cap securely. Store gasoline in small quantities - prolonged storage produces harmful gum and deposits.

Now you are ready to start the Sno-Away.

CAUTION: CONCENTRATED EXHAUST GAS IS POISONOUS

Always push the Sno-Away out of doors or open the garage door fully before starting the engine.

The paragraph numbers match the numbers identifying the controls in this picture.

1. Set the engine speed control lever at the center of its travel.

2. Place the transmission control lever in neutral.

3. Push the auger drive control all of the way down.

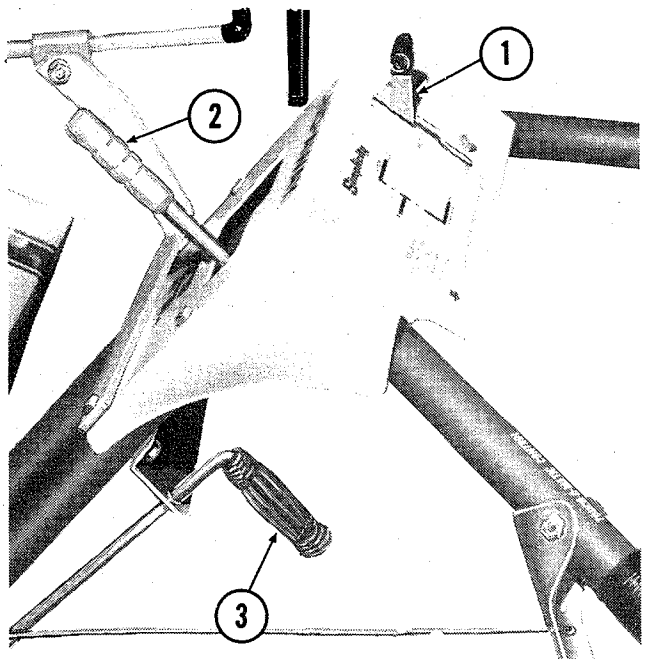


Figure 8

4. Pull choke plunger all the way out on the 5 HP.

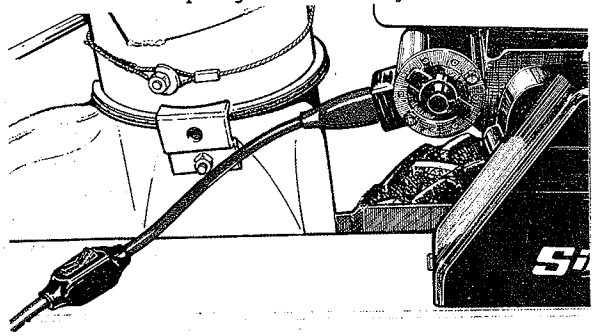


Figure 9

5. Stand behind the handles, grasp the recoil starter handle firmly in your right hand and pull sharply.

straight back. The engine should start after a few pulls. After the engine starts push the choke plunger in slowly.

Electric Start units equipped with Electric Start Kit. See figure 9. Plug one end of the electric cord into the Sno-Away as shown and the other into a 115V wall socket. To crank the engine, use the switch on the cord.

Let the engine warm up about a minute before using the Sno-Away.

If the engine fails to start after 4 or 5 pulls, or 15 seconds of cranking, it may be "flooded". Push the choke all of the way in and crank the engine 4 or 5 times or about 10 seconds to clear the excess fuel.

OPERATING YOUR SNO-AWAY

The engine is warmed up and your Sno-Away is ready to go. You are familiar with the controls, their function and how to set them, so let's survey the job at hand.

ORGANIZING THE JOB

A few seconds spent in organizing the job will cut the total time required greatly.

Remove door mats and any other objects from the area to be cleared. We want to throw the snow downwind as much as possible so start your first pass on the upwind side of the driveway or sidewalk.

TRANSPORTING

Transporting the Sno-Away to the area to be cleared. Shift the transmission central lever into forward (Hi Gear), push the throttle forward, grasp the handles, and squeeze the touch-o-matic trigger gently to guide the Sno-Away to the work area. A down pressure on the handles will raise the skid shoes and make the Sno-Away easier to guide. Remember the lock plate should be in the driving position and there is no need to run the auger while transporting.

DETERMINING THROWING DISTANCE

The snow should be deposited beyond the surface you want to clear - if at all possible - so start with the deflector all of the way up and adjust the engine speed so that the thrown snow is deposited just beyond the far side of the area to be cleared. If the snow is only a couple of inches deep it may be necessary to go over the ground quite rapidly to feed snow into the auger. In this situation, the deflector should be lowered and the engine speed increased. CAUTION: Stop the engine while changing the deflector adjustment.

THROWING DIRECTION

The chute should be rotated to discharge the snow downwind, not into it.

Always adjust the spout and extension so that you are well out of the path of the snow stream.

CAUTION

CONSTANT INHALATION OF COLD, WET VAPOR IS EXTREMELY INJURIOUS. ON WINDY DAYS HAVE YOUR NOSE AND MOUTH WELL COVERED.

MOVING THE SNOW

LIGHT SNOW

Snow up to 6" deep can usually be cleared in one pass the full width of the machine, face the Sno-Away into the snow, set the throttle at half speed or more, and pull the auger drive control rod all of the way up. When the auger drive is fully engaged, readjust the engine speed as described under throwing distance. Select the proper gear for the conditions as explained under Transmission Control Lever page. Page 3.

Squeeze the touch-o-matic slowly and guide the Sno-Away through the snow. When you come to the end of a pass, push down on the handles and turn the Sno-Away around to make the next pass, alongside of the cleared area - allow about 2" of over-lap into the cleared area. Release the downward pressure on the handles, rotate the chute so the snow stream goes downwind, and squeeze the touch-o-matic clutch for the second pass. Repeat these steps until the area is cleared.

HEAVY DEEP SNOW

With very dense snow or snow deeper than the center of the auger, a different method is necessary. (Always use low gear.)

FIRST PASS

Lower the deflector about half way and run the engine at full speed. Push down on the handles until the top of the auger housing is above the top of the snow whenever possible. Squeeze the Touch-O-Matic trigger gently, and "inch" through the snow. (Readjust the deflector if necessary to obtain the desired throwing distance. Remember to stop the engine before adjusting the deflector.) At the end of the pass, turn around as described under light snow except go back over the same path with the no down pressure on the handles.

SUBSEQUENT PASSES

Use the same procedure as light snow, but substantially increase the overlap into the cleared area. In other words, take a narrower slice of snow than the width of the auger housing.

Judge how wide a "bite" to take by watching the snow stream - it should continue to flow freely from the chute - if it doesn't - squeeze the trigger less or take a narrower slice of snow. Any time snow stops flowing freely from the spout, use reverse to back away until the Sno-Away clears itself and then inch into the snow. You will soon get the "feel" of how fast to go and how wide a slice to take.

FOREIGN OBJECT IN THE AUGER OR PLUGGED CHUTE

If the auger stalls or the chute plugs, push down the auger drive control IMMEDIATELY. Pull the speed control all of the way back to stop the engine, and remove the foreign object or spout blockage. CAUTION: Always stop the engine before working near or on the auger or spout.

SHUT DOWN AND STORAGE

After the clearing job is finished the Sno-Away should be transported to a sheltered area.

Set the transmission lever and auger drive control in the neutral positon and run the engine at slow speed for about 5 minutes to melt and dry up the snow in hidden areas of the Sno-Away to prevent icing. CAUTION: DO NOT RUN ENGINE IN AN ENCLOSED AREA.

Allow the Sno-Away to cool about 5 minutes and fill the fuel tank to reduce condensation during storage.

SUMMER STORAGE

Your engine owners manual and the maintenance section of this manual cover the details of preparation for extended storage. Here are some additional suggestions.

The engine should be run out of fuel, the crankcase drained and refilled. Remove the spark plug, and pour about 2 tablespoons of oil into the spark plug hole. Crank the engine about 6 pulls and replace the spark plug.

Wash the Sno-Away thoroughly to remove dirt and salt, and wipe it dry. Go over exposed areas with an oily rag or use automotive wax to preserve its appearance.

Your Sno-Away has a unique feature -- it can be stored on the front to reduce floor area required by about 40%. The fuel tank must be empty but the oil need not be drained for storage in this position.

TROUBLE SHOOTING

IF ENGINE FAILS TO START, check the following:

1. Throttle must be 1/2 open.

2. Choke lever must be in "CHOKE" position (pulled out) or in "OFF" position if engine appears to be flooded.

3. Shift lever must be in "Neutral".

4. Auger control lever must be down (disengaged).

5. Spark plug cable must be securely connected.

IF BELT SLIPPAGE OCCURS, check the following:

1. Belts may be stretched or excessively worn.

2. Pulleys may be greasy or oily.

3. Insufficient belt tension (See "Adjustments").

4. Auger may be clogged. Stop engine before cleaning.

IF A BELT BREAKS, check the following:

1. Look for sharp edges or rough spots on pulleys.

2. Pulleys may be misaligned.

3. Belt tension may be too tight (See "Adjustment").

4. Auger may be blocked by a foreign object or snow. Stop engine before cleaning.

IF GENERAL PERFORMANCE SEEMS UNSATISFACTORY, check the following:

1. Controls or drive system may be out of adjustment (See "Adjustments" and "Maintenance").

2. Extremely wet and heavy snow. See "Operation". Run at full throttle and in successive passes.

3. Belt slippage. See "Adjustments".

4. Low discharge capacity due to insufficient auger speed. See "Operation" and run at full throttle.

5. Lack of traction. Install tire chains Mfg. No. 259 for greater traction.

BELT ADJUSTMENTS

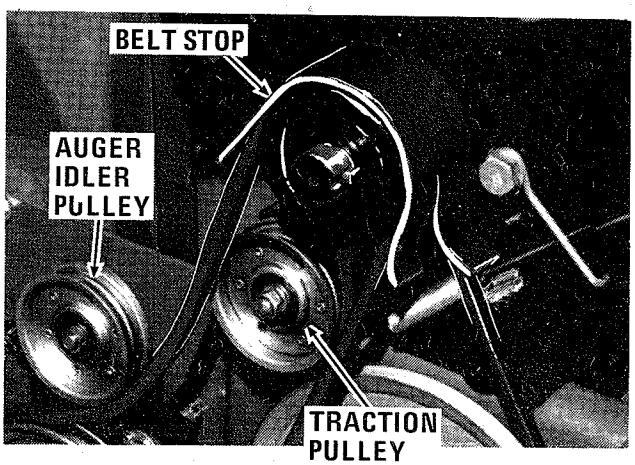


Figure 10

1. Remove the belt shields on the left side of the unit. Engage both the auger and transmission drive belts. Loosen hardware and adjust the large one-piece belt stop on the engine to gain approximately 1/8" clearance between the belts and the belt stop with belt engaged. Secure the belt stop hardware. See Figure 10.

2. Check the alignment of the transmission drive pulley on the engine and the large pulley on the transmission input shaft.

3. Belt tension for the auger drive is regulated by the position of the set collar on the Auger Control clutch rod. With the Auger Control lever engaged, there should be 3/8" to 1/2" clearance between the collar and the front ear of the rod bracket. Loosen the square-head setscrew to position the stop collar. See Figure 11.

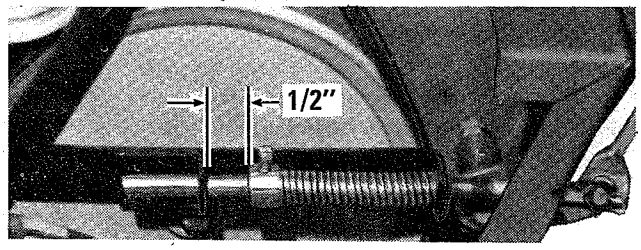


Figure 11

4. Adjust the Touch-O-Matic control engagement at the control wire clamp. Loosen the clamp screw. Pull the upper extension wire down and the lower extension wire up until there is 3 or 3-1/4 inch clearance between the clamp and the end of the lower extension wire. Tighten the clamp screw securely. See Figure 12.

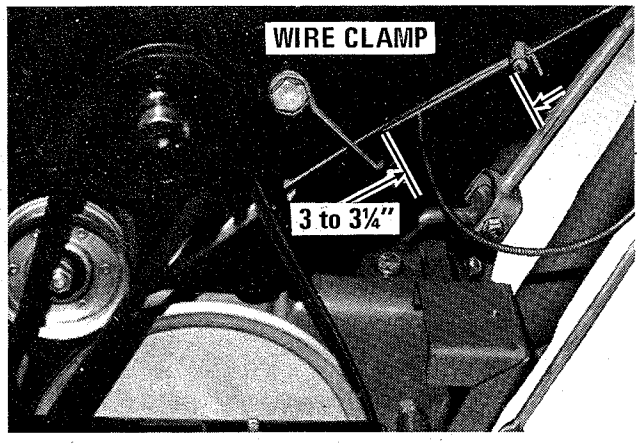


Figure 12

5. Adjust the auger housing side skid shoe height to suit the type of surface to be cleared. For moving across gravel or crushed stone, loosen the mounting nuts and lower the shoes to raise the housing scraper bar. Retighten the nuts securely. Be sure both shoes are at equal height. For clearing smooth pavement, raise the shoes to allow the scraper bar to rest on the ground. See Figure 13.

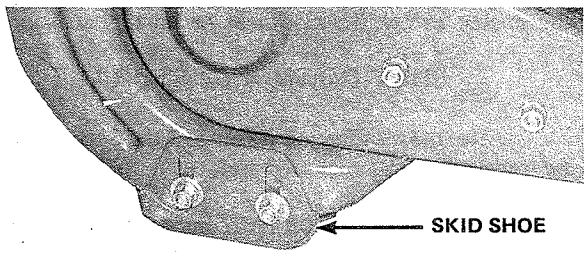


Figure 13

CHAIN ADJUSTMENT

The chain is in correct adjustment when all slack has been removed.

1. Remove the belt shields and chain guard from the left side of the unit.

2. Loosen but do not remove all hardware holding the side plate to the blower housing and bearing clamp. Loosen but do not remove all hardware holding the adjustment plate and bearing clamp to the blower housing. Move the bearing housing down and back to remove all slack from both chains connected to the sprocket and the shaft assembly. IMPORTANT: Be sure the bearing housing is parallel to the blower housing.

Visually check the alignment of both chains. Move the sprockets and/or bearing housing to achieve proper alignment. Secure all hardware at this time making sure it is very tight.

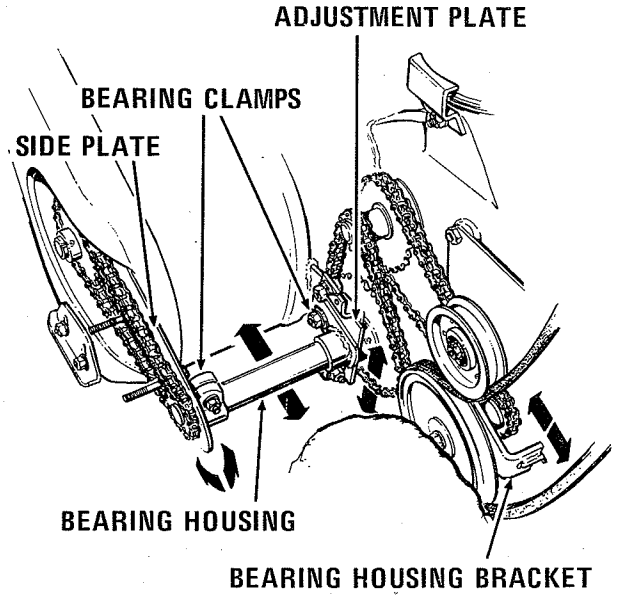


Figure 14

3. To adjust the chain between the engine drive and the impeller shaft, loosen but do not remove the hardware holding the bearing housing bracket to the frame. Move the bearing housing bracket down and to the rear to achieve the proper chain tension. Re-tighten all hardware at this time. See Figure 14.

4. Oil or grease all the chains and replace all guards and shields.

MAINTENANCE

LUBRICATION: There are four grease fitting located on the following:

1. Axle drive housing (right side).
2. Axle shaft (left side).
3. Auger drive pulley shaft
4. Auger drive sprocket shaft.

Apply general purpose automotive grease to all fittings every 15 hours of operation.

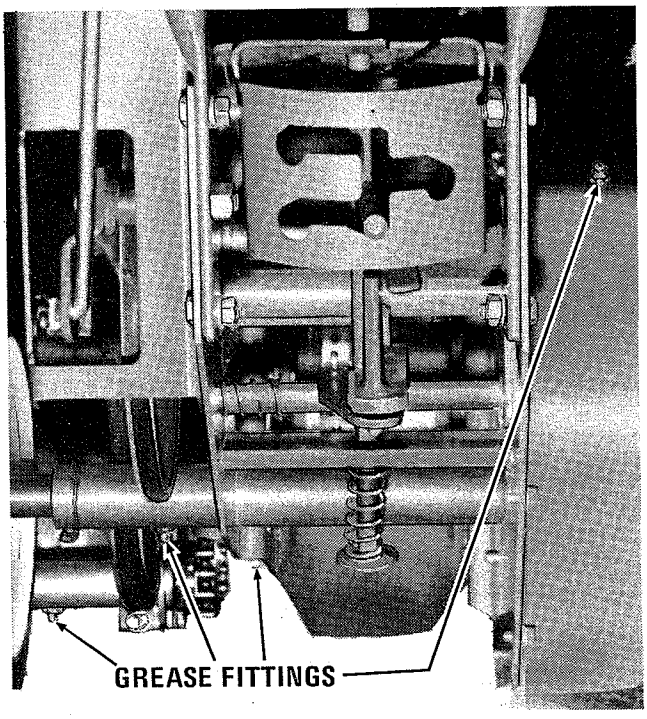


Figure 15

ENGINE CRANKCASE: See the engine manual. Drain the crankcase by removing the plug on the rear lower side of the side of the engine. Change oil every 25 hours of operation. Refill the crankcase to the top of the filler neck with 5W-20 grade MS motor oil.

GENERAL LUBRICATION: Apply light motor oil occasionally at the points indicated to reduce wear and assure free movement. Keep a light coating of oil on the auger drive roller chains.

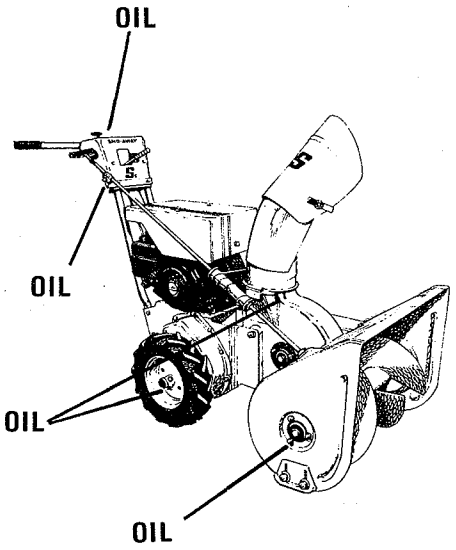


Figure 16

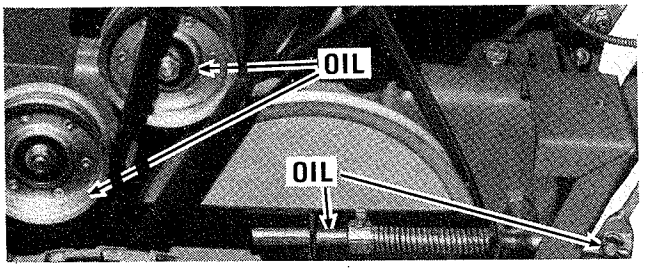
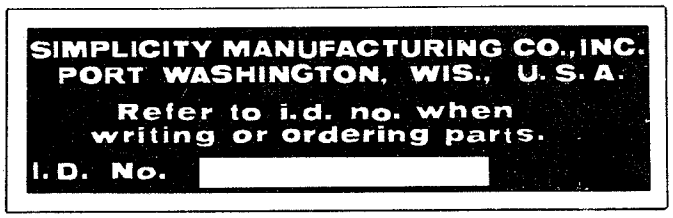


Figure 17

GENERAL REPAIRS: To prevent rusting, sand off and paint any parts or areas which become chipped or damaged. Tighten all fasteners and guard securely. Use a wire brush to clean the auger drive roller chains before re-oiling.

SERVICE

SERVICE PARTS should be obtained through your Simplicity dealer. He can give you better service if you will take the Sno-Away identification (I.D.) number with you.



The I.D. number is on the right side of the frame just ahead of the handles.

Thank you for studying this manual - with the knowledge you now have your Sno-Away can SIMPLIFY your life. We want to add you to our long list of satisfied Simplicity Owners.

PRODUCT SERVICE DEPARTMENT
SIMPLICITY MANUFACTURING COMPANY, INC.

SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE.

SPECIFICATIONS

ENGINE	MAKE: BRIGGS & STRATTON	MODEL NO.	
			TYPE NO. 0409-01
		CYCLES: 4	
		CYLINDERS: 1	
	STARTER	MANUAL REWIND, UP-ANGLE, SIDE PULL	
	CHOKE	MANUAL	
	GOVERNOR	REMOTE CONTROLLED MECHANICAL	
	IGNITION	HIGH TENSION MAGNETO	
	LUBRICATION	TYPE: SPLASH	
		CRANKCASE CAPACITY: 1-1/4 Pints	
	FUEL CAPACITY	3 QUARTS	
	MUFFLER	QUIET, LOW BACK PRESSURE	
	HOUSING	WINTERIZED BY SIMPLICITY	
TRACTION DRIVE TRANSMISSION	TYPE	ALL GEAR	
	SPEEDS	2 FORWARD, ONE REVERSE	
	CLUTCH	TOUCH-O-MATIC, V-BELT TYPE	
	AXLE	DIFFERENTIAL WITH FREE-TURN LOCK	
		SOLID WITH FREE-TURN LOCK	
	TIRES	SIZE: 3.50 x 6	
		SIZE: 4.50 x 6	
		TYPE: ZERO PRESSURE, KEYED	
		TYPE: PNEUMATIC	
		DIAMETER: 14 INCHES	
AUGER AND HOUSING	AUGER	DRIVE TYPE: BELT AND ROLLER CHAIN	
		CONSTRUCTION: SOLID FLITE, WELDED STEEL	
		SECOND STAGE: 3 RUBBER PADDLES	
		SECOND STAGE AND FIRST STAGE AXIS: PARALLEL	

SPECIFICATIONS (CONT'D)

AUGER AND HOUSING (Cont'd)	CLUTCH	TYPE: V-BELT IDLER		
		PROTECTION: CUSHIONING BELT		
	HOUSING	CONSTRUCTION: WELDED STEEL		
		EFFECTIVE WIDTH	24 Inches	
		OPENING HEIGHT: 19 Inches		
		FRONT SUPPORT: Adjustable, Hardened, Large Area Skid Shoes		
		SCRAPER BAR: FULL WIDTH, HIGH CARBON STEEL		
CONTROLS	LOCATION	AUGER DRIVE: CONTROL PANEL		
		THROTTLE: CONTROL PANEL		
		TRACTION DRIVE CLUTCH: LEFT HANDLE		
		TRACTION DRIVE DIRECTION: CONTROL PANEL		
		TRACTION DRIVE SPEED: CONTROL PANEL		
		DISCHARGE SPOUT: ADJACENT TO RIGHT HANDLE		
	THROTTLE	FREEZE-PROOF, WIPER TYPE BOWDEN WIRE		
	ADJUSTABLE SPOUT	TYPE: FREEZE-PROOF CABLE AND ROD		
		ROTATION ANGLE: 245 DEGREES		
DIMENSIONS	OPERATING POSITION	OVERALL LENGTH: 58-7/8 Inches		
		OVERALL WIDTH	25-1/2 Inches	
		HEIGHT TO TOP OF HANDLES: 35 Inches		
		HEIGHT TO TOP OF DEFLECTOR: 40 Inches		
	STORAGE POSITION	LENGTH: 38 Inches		
		WIDTH	25-1/2 Inches	
		HEIGHT	58 Inches	
	WEIGHT	NET DRY	218 POUNDS	
		SHIPPING	238 POUNDS	

ACCESSORIES

Your dealer can furnish these accessories to increase the convenience and usefulness of your Sno-Away.

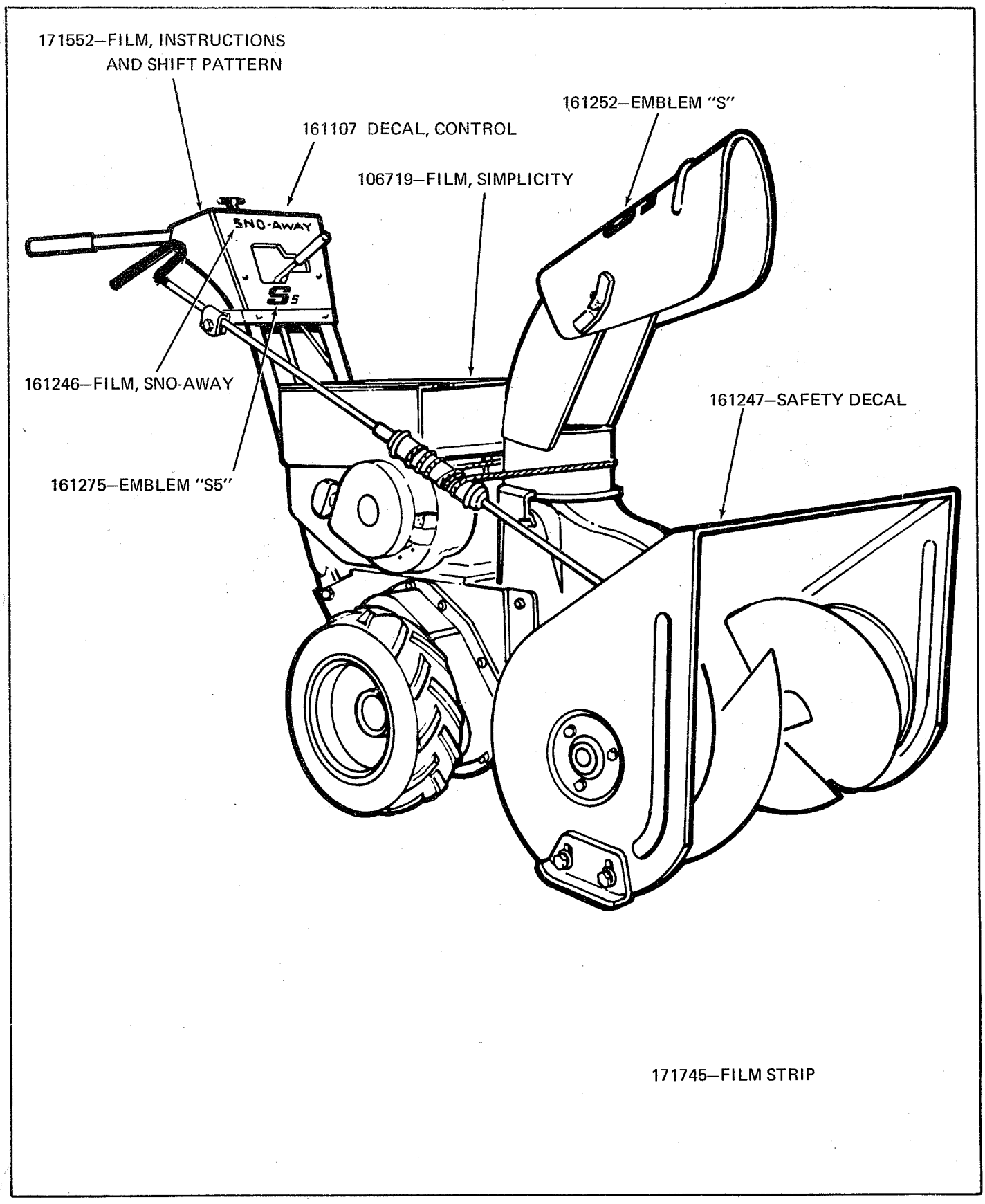
TIRE CHAINS - MFGS. NO. 259. The tires on your Sno-Away are designed with self-cleaning treads that will propell the machine under most conditions.

Tire chains will greatly increase the traction on icy surfaces or if steep grades must be climbed. Chains should be used with caution on black top to avoid marking the surface.

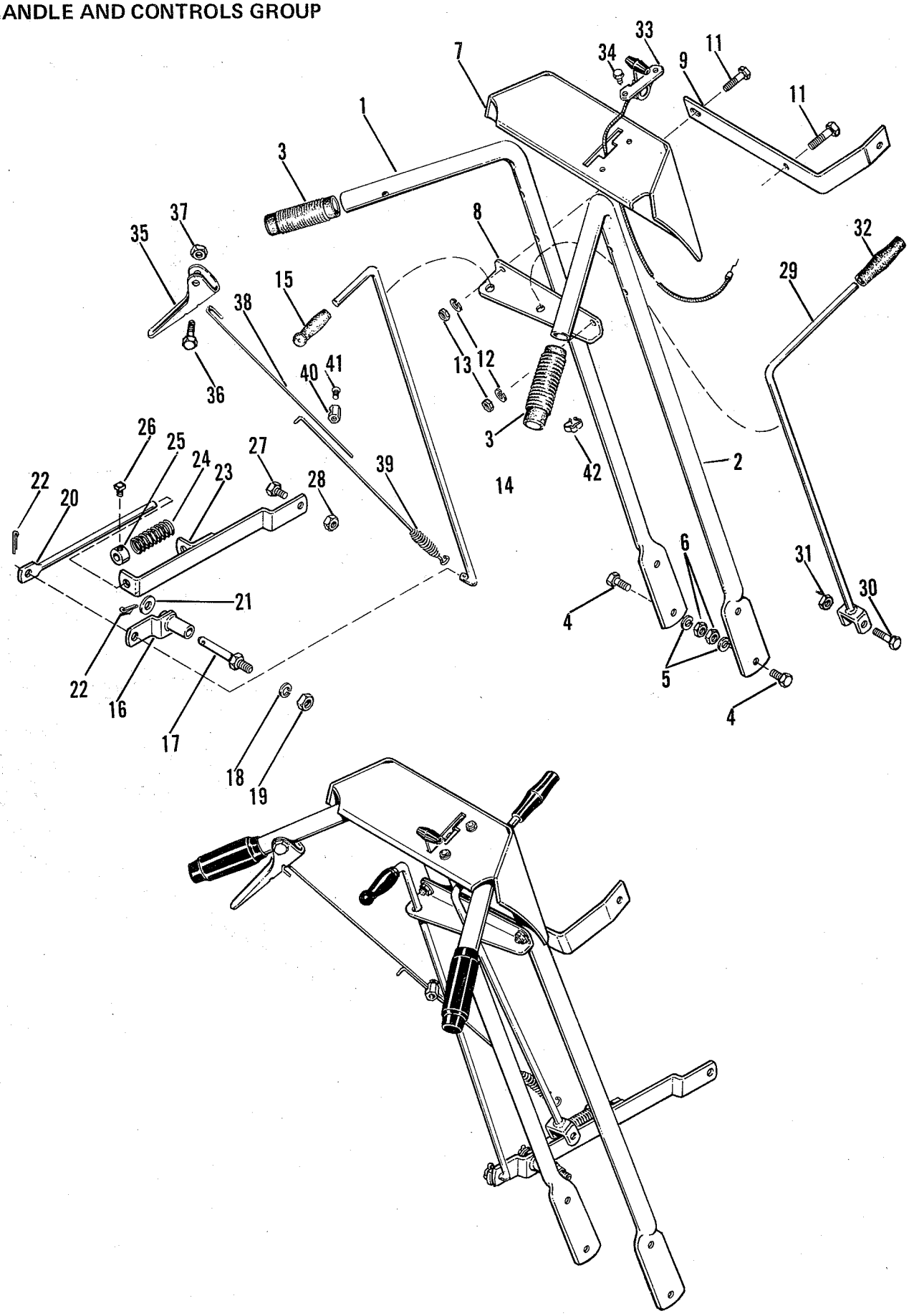
SNOW CAB - MFG. NO. 877. The shelter provided by this cab, will greatly increase operator comfort in severe weather and blowing snow.

ELECTRIC STARTER KIT 110V - MFG. NO. 876. The starter kit will provide the operator with the comfort and and convenience of an electric start.

DECALS


171552—FILM, INSTRUCTIONS AND SHIFT PATTERN
161252—EMBLEM "S"
161107 DECAL, CONTROL
106719—FILM, SIMPLICITY
SNO-AWAY
S5
161246—FILM, SNO-AWAY
161247—SAFETY DECAL
161275—EMBLEM "S5"
171745—FILM STRIP

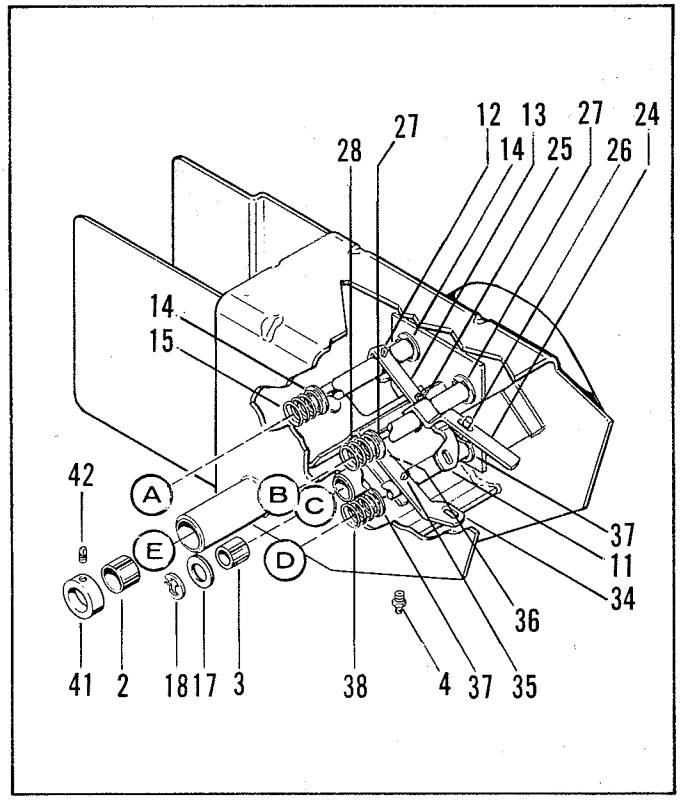
HANDLE AND CONTROLS GROUP

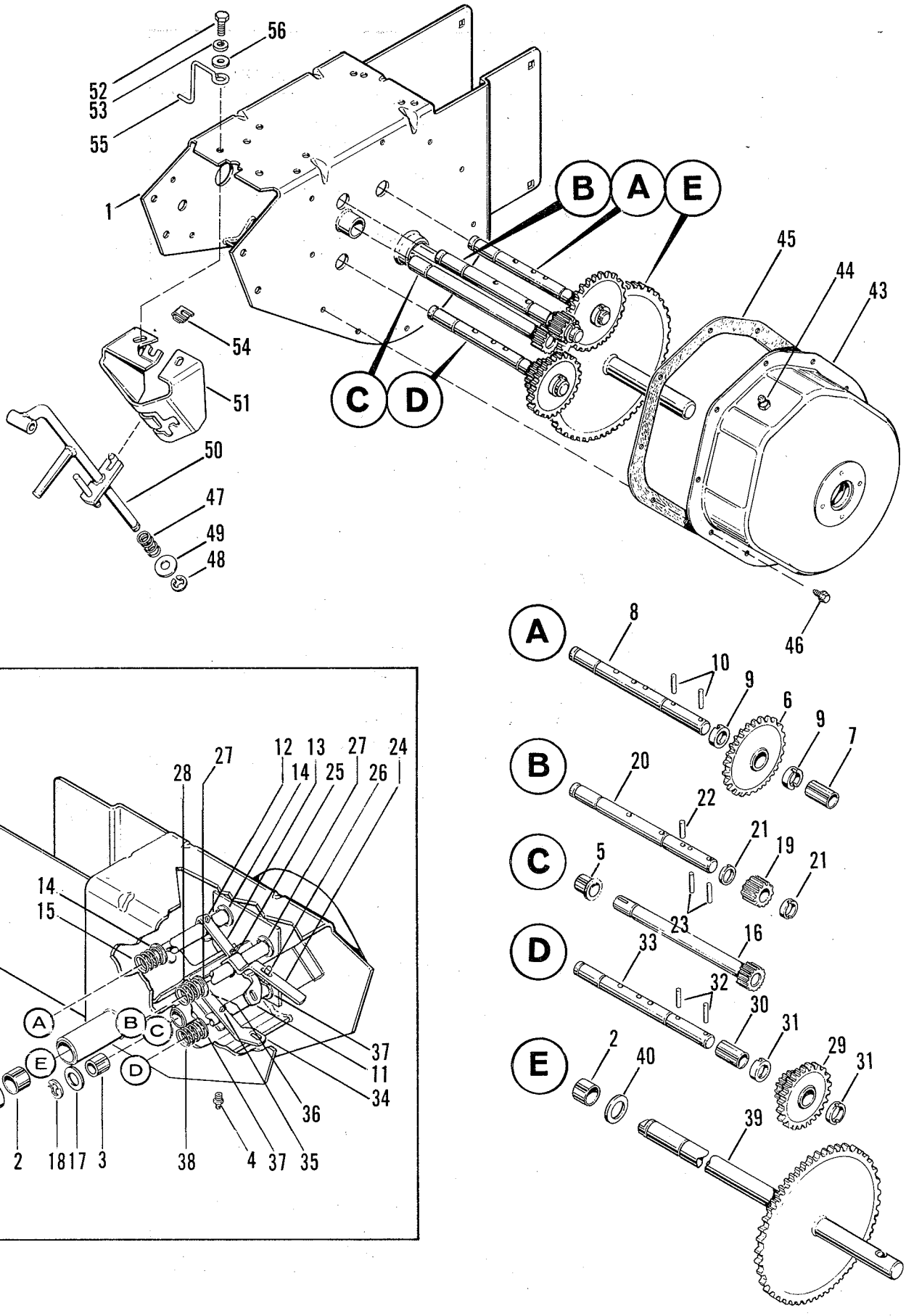


HANDLE AND CONTROLS GROUP

REF. NO.	PART NO.	QTY. REQ.	DESCRIPTION
1	176563	1	L.H. Handle
2	176564	1	R.H. Handle
3	106558	2	Grip
4	715073	4	Hex Capscrew, 5/16"-18 x 7/8"
5	720001	4	Lock Washer, 5/16"
6	717001	4	Hex Nut, Full, 5/16"-18
7	171308	1	Control Housing Assy.
8	171422	1	Rod Guide
9	176026	1	Support Bracket
10	705025	2	Hex Capscrew, 1/4"-20 x 1-3/4"
11	705053	2	Hex. Capscrew, 1/4"-20 x 1-1/2"
12	720003	4	Lock Washer, 1/4"
13	717005	4	Hex Nut, Full, 1/4"-20
14	106980	1	Idler Rod
15	106572	1	Grip
16	106931	1	Pivot Assy.
17	106928	1	Stud
18	720006	1	Lock Washer, 7/16"
19	717022	1	Hex Nut, Full 7/16"-14
20	106913	1	Clutch Rod
21	719001	1	Plain Washer, 3/8"
22	722009	2	Cotter Pin, 1/8" x 3/4"
23	106954	1	Rod Guide Assy.
24	8191045	1	Spring
25	105201	1	Set Collar
26	713001	1	Sq. Hd. Set Screw, 1/4"-20 x 3/8"
27	705012	1	Hex Capscrew, 5/16"-18 x 5/8"
28	717511	1	Hex Nut, Full Lock, 5/16"-18
29	171411	1	Upper Shift Rod Assembly
30	705020	1	Hex Capscrew, 5/16"-18 x 2"
31	717511	1	Hex Nut, Full Lock, 5/16"-18
32	161105	1	Handle Grip
33	161178	1	Throttle Control Assy.
34	714016	2	Self Tapping Screw, 1/4"-20 x 1/2"
35	118056	1	Clutch Grip
36	705025	1	Hex Capscrew, 1/4"-20 x 1-1/2"
37	717513	1	Hex Nut, Full Lock, 1/4"-20
38	161090	1	Spring Extension
39	176017	1	Spring Assy.
40	161092	1	Wire Clamp
41	710006	1	Round Hd. Screw, No. 10-24 x 3/8"
42	8061108	1	Cable Clip

TRANSMISSION

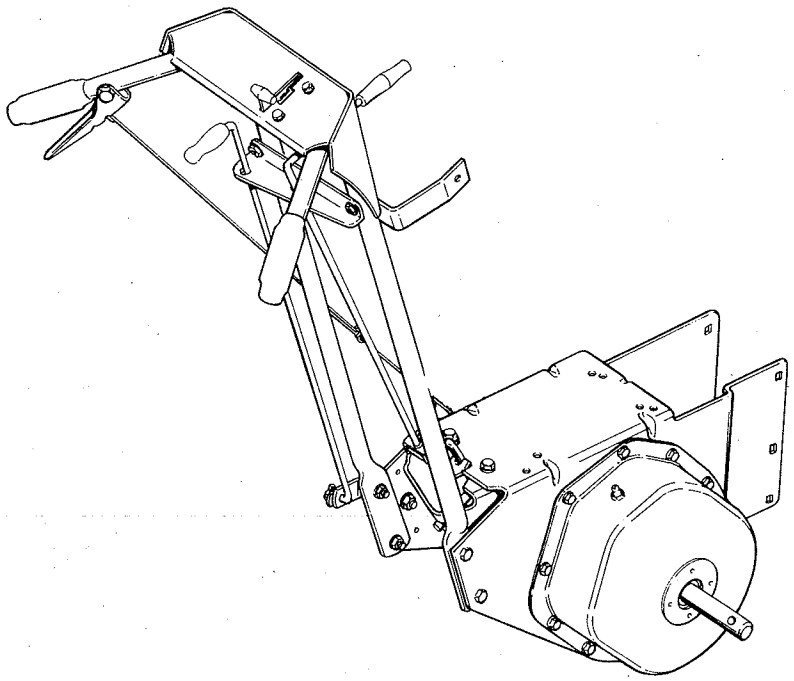




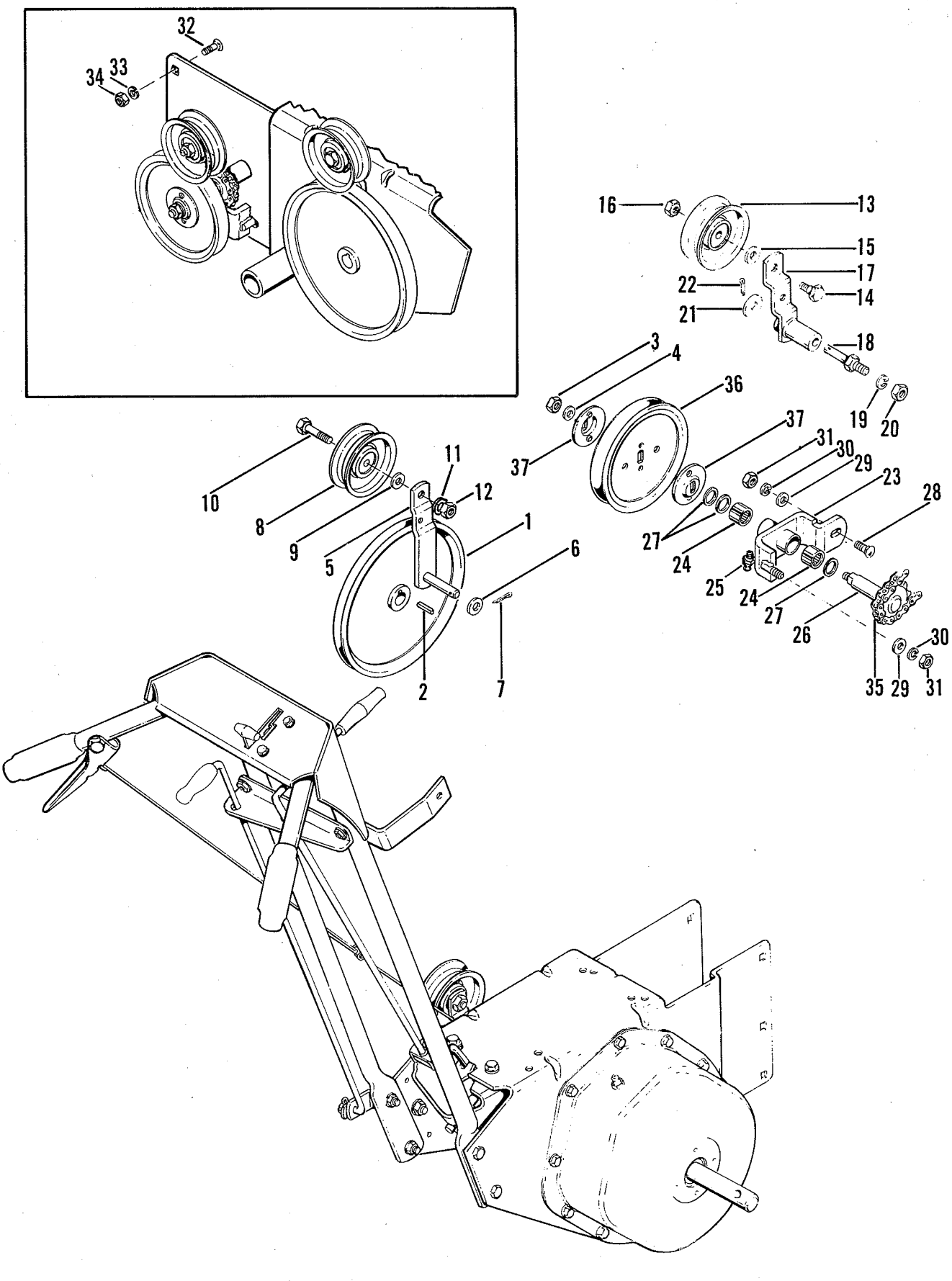
TRANSMISSION GROUP

REF. NO.	PART NO.	QTY. REQ.	DESCRIPTION
1	171240	1	Engine Base & Frame Assy.
2	158363	2	Bushing
3	8051038	1	Bearing
4	727002	2	Grease Fitting
5	158569	1	Bearing
6	158542	1	Gear & Bearing Assy. (Includes Parts 6 & 7)
7	158544	1	Bearing
8	158541	1	Shaft, Interm.
9	158561	2	Thrust Collar
10	723004	2	Roll Pin, 1/8" x 1"
11	171237	1	Lo Shift Link
12	722003	1	Cotter Pin, 3/16" x 1-1/4"
13	722001	1	Cotter Pin, 3/32" x 3/4"
14	1602155	2	Retaining Ring
15	158578	1	Spring
16	106944	1	Gear & Shaft Assy.
17	153079	1	Washer
18	153124	1	Retaining Ring
19	158557	1	Reverse Pinion
20	158534	1	Shaft, Reverse
21	158562	2	Thrust Collar
22	723014	1	Roll Pin, 5/32" x 1"
23	723016	2	Roll Pin, 1/8" x 3/4"
24	161227	1	Reverse Shift Link
25	722003	1	Cotter Pin, 3/16" x 1-1/4"
26	722001	1	Cotter Pin, 3/32 x 3/4"
27	1602155	2	Retaining Ring
28	158578	1	Spring
29	158570	1	Gear & Bearing Assy.
30	158544	1	Bearing

REF. NO.	PART NO.	QTY. REQ.	DESCRIPTION
31	158561	2	Thrust Collar
32	723004	2	Roll Pin, 1/8" x 1"
33	158541	1	Shaft, Interm.
34	171169	1	High Shift Link
35	722003	1	Cotter Pin, 3/16" x 1-1/4"
36	722001	1	Cotter Pin, 3/32" x 3/4"
37	1602155	2	Retaining Ring
38	158578	1	Spring
39	161221	1	Axle & Drive Gear Assy.
40	118252	1	Washer
41	158357	1	Set Collar
42	713002	1	Sq. Hd. Set Screw, 5/16"-18 x 3/8"
43	161265	1	Transmission Case Assy. (Includes Parts 43 & 44)
44	727003	1	Grease Fitting
45	158524	1	Gasket
46	715067	10	Hex Taptite Screw, 1/4"-20 x 3/8"
47	161290	1	Spring
48	157288	1	Retaining Ring
49	719003	1	Plain Washer, 7/16"
50	171396	1	Lower Shift Rod Assy.
51	171391	1	Shift Pattern Guide
52	715121	2	Hex Capscrew, 5/16"-18 x 3/4" (Grade 5)
53	720001	2	Lock Washer, 5/16"
54	718022	2	Retainer Nut
55	172789	1	Belt Stop
56	719006	1	Plain Washer, 1/4"



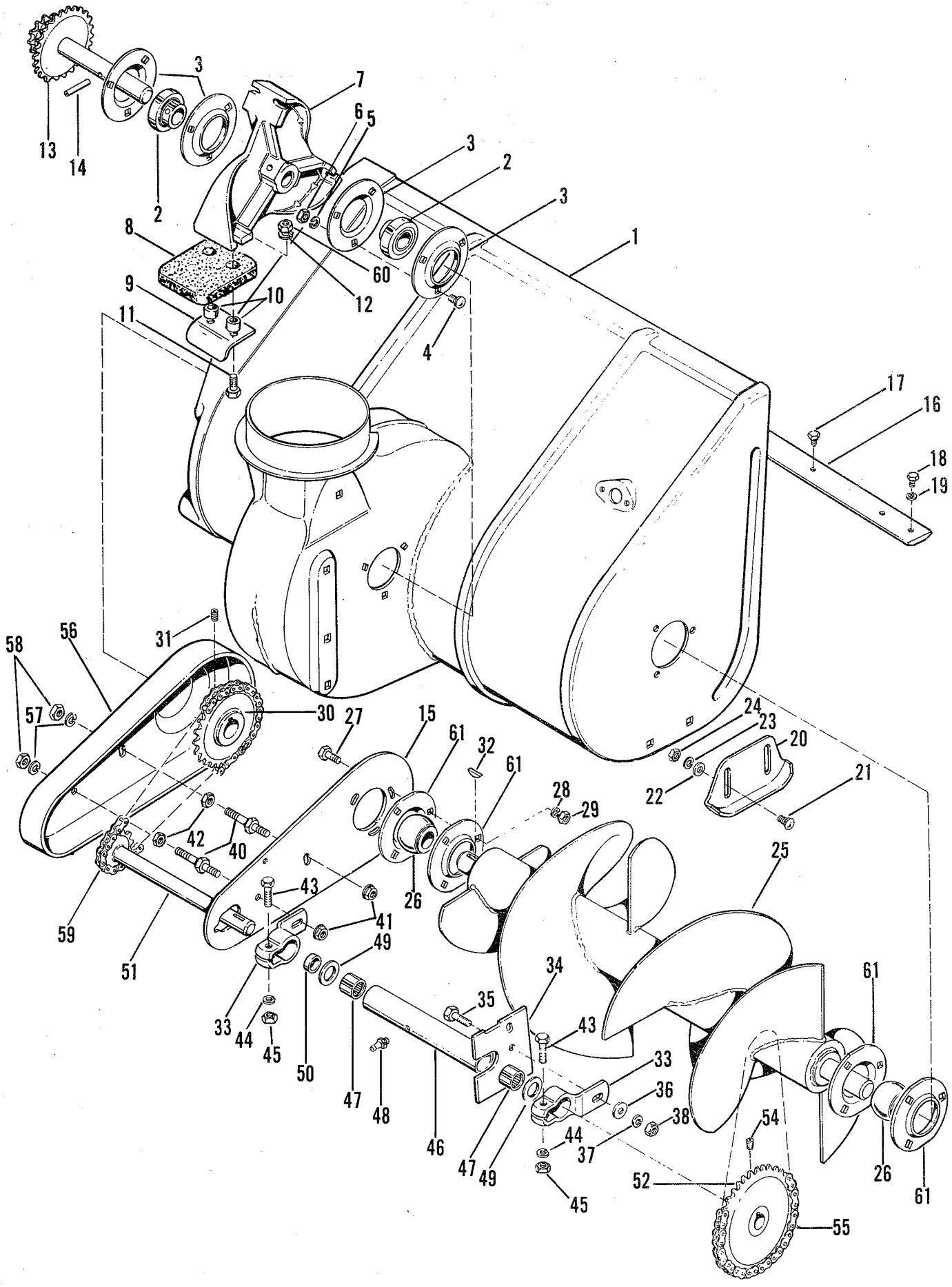
PULLEY GROUP



PULLEY GROUP

REF. NO.	PART NO.	QTY. REQ.	DESCRIPTION
1	176213	1	Transmission Pulley
2	8061081	1	Key
3	717524	1	Hex Nut, Jam Lock, 3/8"-16
4	719002	1	Plain Washer, 3/8"
5	170768	1	Idler Arm Assy.
6	158645	1	Plain Washer, 3/8"
7	722001	1	Cotter Pin, 3/32" x 3/4"
8	154534	1	Idler Pulley
9	719002	1	Plain Washer, 5/16"
10	705016	1	Hex Capscrew, 3/8"-16 x 1-1/4"
11	720002	1	Lock Washer, 3/8"
12	717003	1	Hex Nut, Full, 3/8"-16
13	154534	1	Idler Pulley
14	108497	1	Special Screw
15	719002	1	Plain Washer, 5/16"
16	717524	1	Hex Nut, Jam Center Lock 3/8"-16
17	106969	1	Idler Lever Assy.
18	106928	1	Stud
19	720006	1	Lock Washer, 7/16"
20	717022	1	Hex Nut, Full, 7/16"-14
21	719001	1	Plain Washer, 3/8"
22	722009	1	Cotter Pin, 1/8" x 3/4"
23	170783	1	Bearing Housing Bracket Assy.
24	156072	2	Bearing
25	727001	1	Grease Fitting
26	106925	1	Sprocket & Shaft Assy.
27	8051056	4	Spacer Washer
28	703003	1	Carriage Bolt, 3/8"-16 x 1"
29	719002	2	Plain Washer, 5/16"
30	720002	2	Lock Washer, 3/8"
31	717003	2	Hex Nut, Full, 3/8"-16
32	703004	4	Carriage Bolt, 3/8"-16 x 3/4"
33	720002	4	Lock Washer, 3/8"
34	717003	4	Hex Nut, Full, 3/8"-16
35	170769	1	Chain w/Connecting Link
36	158377	1	Pulley
37	158378	2	Special Washer

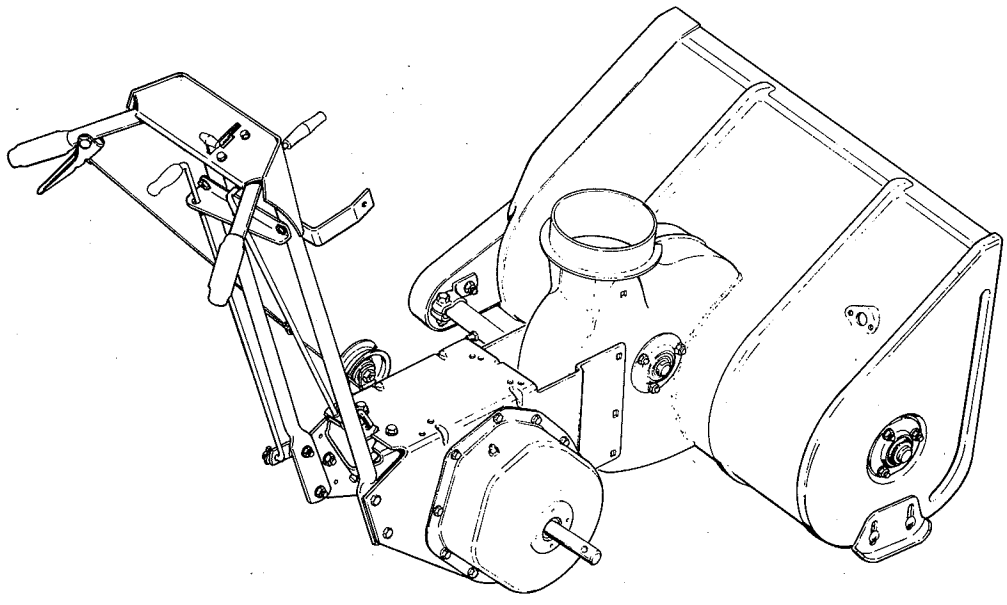
BODY, BLOWER & ROTOR GROUP



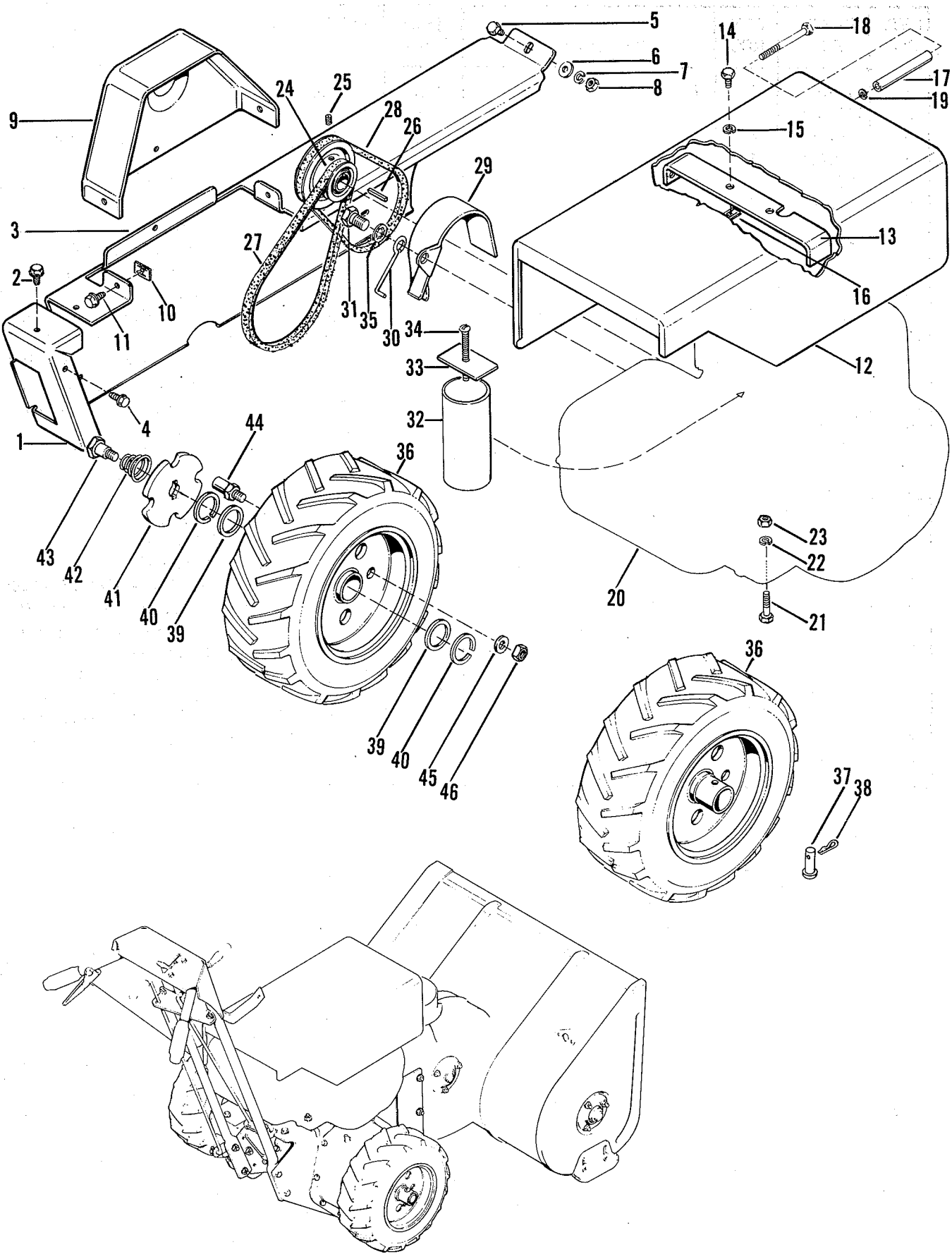
BODY, BLOWER & ROTOR GROUP

REF. NO.	PART NO.	QTY. REQ.	DESCRIPTION
1	172333	1	Blower Body Assy.
2	161068	2	Bearing Cartridge
3	161069	4	Bearing Flange
4	702022	6	Carriage Bolt, 5/16"-18 x 5/8"
5	720001	6	Lock Washer, 5/16"
6	717001	6	Hex Nut, Full, 5/16"-18
7	176010	1	Impeller Assy.
8	171351	3	Impeller Blades
9	171370	3	Back Up Plates
10	8091019	6	Spacer
11	715170	6	Whiz Lock, Flange Screw
12	720001	6	Lock Washer, 5/16"
13	106962	1	Sprocket & Shaft Assy.
14	723026	1	Roll Pin, 5/16" x 1-1/2"
15	170754	1	Side Plate
16	106994	1	Scraper Body
17	715110	4	Thread Forming Screw, 5/16"-18 x 3/8"
18	705026	2	Hex Capscrew, 5/16"-18 x 1/2"
19	720001	2	Lock Washer, 5/16"
20	161006	2	Skid
21	703004	4	Carriage Bolt, 3/8"-16 x 3/4"
22	719001	4	Plain Washer, 3/8"
23	720002	4	Lock Washer, 3/8"
24	717003	4	Hex Nut, Full, 3/8"-16
25	161283	1	Rotor Assy.
26	176100	2	Bearing Assy.
27	705017	6	Hex Capscrew, 5/16"-18 x 3/4"
28	720001	6	Lock Washer, 5/16"
29	717001	6	Hex Nut, Full, 5/16"-18
30	161291	1	Sprocket

REF. NO.	PART NO.	QTY. REQ.	DESCRIPTION
31	713503	1	Set Screw, 5/16"-18 x 5/16"
32	725008	1	Key
33	176161	1	Clamp Support Assy.
34	170753	1	Adjusting Plate
35	705031	3	Hex Capscrew, 3/8"-16 x 7/8"
36	719001	3	Plain Washer, 3/8"
37	720002	3	Lock Washer, 3/8"
38	717003	3	Hex Nut, Full, 3/8"-16
39	176161	1	Clamp Support Assy.
40	106771	2	Stud
41	718035	2	Nut, Whiz Lock, 3/8"-16
42	717510	2	Hex Nut, Full Lock, 3/8"-16
43	705018	2	Hex Capscrew, 5/16"-18 x 1-1/2"
44	720001	2	Lock Washer, 5/16"
45	717001	2	Hex Nut, Full, 5/16"-18
46	106916	1	Bearing Housing
47	154258	2	Needle Bearing
48	727013	1	Grease Fitting
49	8061012	2	Washer
50	106992	1	Spacer
51	106938	1	Shaft Assy.
52	106964	1	Sprocket
53	725003	1	Key No. 9-3/16" x 3/4" Dia.
54	713503	1	Set Screw, 5/16"-18 x 5/16"
55	106899	1	Chain w/Connecting Link
56	170865	1	Chain Guard
57	720002	2	Lock Washer, 3/8"
58	717003	2	Hex Nut, Full, 3/8"-16
59	106898	1	Chain w/Connecting Link
60	717001	6	Hex Nut, Full, 5/16"-18
61	176101	4	Bearing Flange



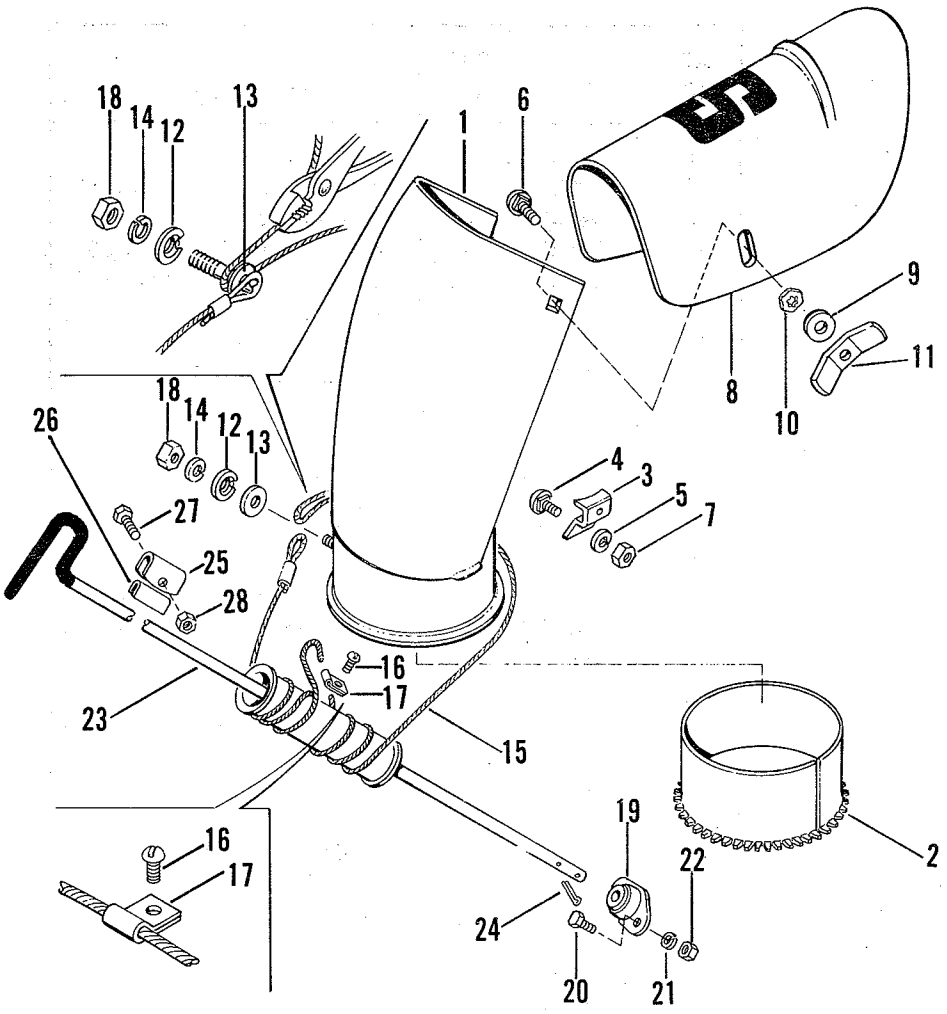
ENGINE, SHIELD & TIRES



ENGINE, SHIELD & TIRES

REF. NO.	PART NO.	QTY. REQ.	DESCRIPTION
1	161258	1	Belt Cover Support
2	715067	2	Screw, Taptite, 1/4"-20 x 3/8"
3	170755	1	Lower Belt Cover
4	715067	3	Screw, Taptite, 1/4"-20 x 3/8"
5	705002	1	Hex Capscrew, 1/4"-20 x 1/2"
6	719006	1	Plain Washer, 1/4"
7	720003	1	Lock Washer, 1/4"
8	717005	1	Hex Nut, Full, 1/4"-20
9	170756	1	Top Belt Cover
10	718038	3	Retainer Nut
11	714020	3	Self Tapping Screw, 1/4"-20 x 5/8"
12	171267	1	Hood Assy.
13	106533	1	Bracket
14	705017	2	Hex Capscrew, 5/16"-18 x 3/4"
15	720001	2	Lock Washer, 5/16"
16	718022	3	Tinnerman Nut
17	171744	1	Spacer
18	705072	1	Hex Capscrew, 5/16"-18 x 3-1/4"
19	720001	1	Lock Washer, 5/16"
20		1	Engine (5 H.P.)
21	705018	4	Hex Capscrew, 5/16"-18 x 1-1/2"
22	720001	4	Lock Washer, 5/16"
23	717001	4	Hex Nut, 5/16"-18
24	106939	1	Engine Pulley
25	713504	1	Set Screw, 5/16"-18 x 3/8"
26	8221042	1	Sq. Key
27	161098	1	"V" Belt (Rotor Drive)
28	118488	1	"V" Belt (Trans. Drive)
29	171063	1	Belt Stop
30	161271	1	Guide Rod
31	706017	1	Hex Capscrew, 1/2"-20 x 1"
32	171688	1	Tube
33	171684	1	Clamp
34	710011	1	Machine Screw, No. 10-32 x 3"
35	721506	1	Lock Washer, Internal 1/2" Shake Proof
36	161151	2	Wheel & Tire Assy.
37	118053	1	Pin
38	8161045	1	Spring Clip
39	118252	2	Special Washer
40	161260	2	Retaining Ring
41	161259	1	Plate
42	161176	1	Spring
43	161166	1	Shoulder Bolt
44	161167	2	Stud
45	719002	2	Plain Washer, 5/16"
46	717510	2	Hex Nut, Full Lock, 5/16"-16

SPOUT GROUP



REF. NO.	PART NO.	QTY. REQ.	DESCRIPTION
1	106762	1	Spout Assy.
2	161280	1	Liner
3	106893	2	Hold Down Plate
4	702015	2	Carriage Bolt, 5/16"-18x 3/4"
5	720001	2	Lock Washer, 5/16"
6	717001	2	Carriage Bolt, 5/16"-18x3/4"
7	703005	2	Hex Nut, Full, 5/16"-18
8	106760	1	Spout Extension
9	719001	2	Plain Washer, 3/8"
10	721601	2	Shake Proof Lock Washer, 3/8"
11	106229	2	Wing Nut
12	171379	1	Cup Washer
13	719006	1	Plain Washer, 1/4"
14	720001	1	Lock Washer, 5/16"
15	171362	1	Cable Assy.

REF. NO.	PART NO.	QTY. REQ.	DESCRIPTION
16	715067	1	Taptite Screw, 1/4"-20 x 3/8"
17	171382	1	Clamp
18	717001	1	Hex Nut, Full, 5/16"-18
19	171388	1	Bearing
20	705002	2	Hex Capscrew, 1/4"-20 x 5/8"
21	720003	2	Lock Washer, 1/4"
22	717005	2	Hex Nut, Full, 1/4"-20
23	176021	1	Spout Control Tube Assy.
24	722009	2	Cotter Pin, 1/8" x 3/4"
25	152050	1	Rod Guide
26	121175	1	Guide Liner
27	705019	1	Hex Capscrew, 5/16"-18 x 1-1/4"
28	717511	1	Hex Nut, Full Lock, 5/16"-18